

Trouble With Indians.

An extraordinary occurrence took place Tuesday forenoon, being no less than an encounter in the middle of town between a couple of Crow squaws and a white man, the wife of Mr. Byres, Blacksmith. It seems that one of the squaws had entered Mrs. Byres' house and insisted on selling Mrs. Byres a pair of moccasins. Mrs. Byres, who understands Cree a little, said she did not want the moccasins and told the squaw to "mishup". The vendor of moccasins went out and rejoined her companion at the door, and the two of them then proceeded to the window and grinned through the glass in that slow and fascinating manner which has long ago convinced the public that the noble and scantily-clad red man (squaw included) looking through the window, is one of the most wretchedly beautiful objects in nature. On this occasion Mrs. Byres, who had no immediate use for the beautiful, and pulled down the blind. The two squaws re-entered in a dudgeon to sell the moccasins again, but Mrs. Byres had got tired of the squaw, and struck one of them over the wrist with the dipper. The next scene was on the street, whither the angry squaw had dragged Mrs. Byres by the hair. Mr. Byres, who was at work in his shop, heard the screams and rushed out to see his wife thrown to the ground, and the two squaws screaming for help. The noble red man then made off, and Mr. Byres went to the barracks for assistance and had the assault arrested. The Indian was brought before Inspector Dowling, and the Crow was given the alternative of paying \$10, had labor in the barracks' kitchen for two months, or three days to get back to the reserve. If these Indians and their dogs are not kept on their reserves, there is liable to be trouble with them presently in Calgary. A story shot at an Indian or his dog is a very little thing with an angry man, but it might lead to no end of trouble.

A Mountain Trip.

A Journey From End of Track to Calgary in Winter.

Post Office Inspector MacLeod returned on Monday night from the mountains, whither he had gone to establish a new office in the mountain section of the mail route. He is to be opened by Mr. MacLeod was a money order office at Beaver Crossing, to be called.

By the regular train mail to Laggan, then by the construction company's dog train to Beaver Crossing, where the mail service stops and the C.P.R. mail service stops, the coming to the Beaver Crossing being Government business. West of End of track the C.P.R. mail Co. carries the mails along the road to the various camps, as far as the summit of the Selkirk. Inspector MacLeod thinks that, considering the difficulties of the undertaking, the whole mountain mail service is remarkably well done.

After arranging for the new office the inspector turned his face west, from Beaver Creek with the intention of making for Calgary. He got a train from Beaver Creek to the Third Riding, where he found the train's further progress was blocked. From the Third Riding to Laggan is forty miles and this Mr. MacLeod

thought of forty miles is a favorite spot for hares to exercise its ingenuity. Under some circumstances it is a pleasant walk. The country is flat, and Mount Stephen, rising to a mass of white and yellow 9,000 feet above the approximate sea, as covered with climbing glaciers to its very top, would strike

A KIDNAPING STRAIN even from the hapless soul of Mrs. Jarvis. When Mr. MacLeod saw it, however, there was a cloud from Mount Pleasant, resting on it, and the glaciers seemed nearly to have been walking on the track before he did. Some of the upholders of Kicking Horse valley snowdrifts had also been walking on the track and between sliding, and cutting their feet on sharp icicles, and trying to balance themselves on slippery rails, and imagining snowdrifts were not deep and that the sleepers were ballasted, the party had a very bad time of it and did not admire Mount Stephen as they should have done.

It took all THURSDAY AND FRIDAY to make the distance to Laggan. At Laggan they found a freight train going east, and got on board it. The train was cancelled at Chumney and the party was stranded once more.

ON SUNDAY EVENING they concluded to make for Calgary on a hand-car, the distance being fifty miles. They did not go far that night, but Monday found them early on the track somewhere about the hills. There were on board the Inspector A. P. Samples of A. P. Samples & Co., S. A. Scott, and three others. Of all the piles which have been the district this winter, the most furious was that which came from

EVERY POINT OF THE COMPASS on Monday last. What it was like on the lonely footpaths our travelers know best. The snow was so blinding they could not see three yards before them. They expected to see a train load out of the mist at every step, and look-out men were sent about to keep watch. The snow drifted in large masses over the track over the hand-car, while the hares seemed as if it would rise the heat of the track and under them. The wind was getting colder and whether they were to be snowed in, frozen out, or run down, was more than could tell.

THE ORDERLY INSURGENT could tell. In the midst of the storm, however, a fall came, and they were able to dis-

guish the mile-post to Cochrane beside them. Some of them knew their way to the Cochrane mine, and the rest of the day. At 8 o'clock the storm cleared off, and the wrecks made the rest of their way to Calgary without difficulty, but the next morning the snow was so deep that it was impossible for them to go to End of Track in winter to get to Calgary for the journey from Calgary west.

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Endless Day Route.

In regard to the adverse report on the feasibility of the Hudson Bay route for vessels recently made by the H. B. Co. in connection with the last trip of their vessel, Prince of Wales, which was frozen in at James Bay in October, the Winnipeg Sun thinks it not only suspicious but fraudulent. It is surprising that in the two years in which the feasibility of this route has been before the public, and there has been a possibility of capitalists taking hold of the project, the company's vessel should for the first time in the history of the navigation of the bay become frozen in. If the Prince of Wales, which is only a sailing vessel of 300 tons, could not get through the straits, James Bay, which is always frozen over early, was the last place it should have made for. At the very least, the H. B. Co.'s vessel was frozen in the Neptune was making its remarkably successful voyage, and the fact speaks for itself. Dodge like this to throw cold water on the scheme of making Hudson Bay the great outlet for the North-West seems little other purpose than that of offering advice to competitors.

Professor Ramsey on the Canadian Northwest.

Professor Ramsey, of Chicago University one of the party of the British Association who journeyed to the utmost point of construction of the Canadian Pacific Railway in September last, has just published a glowing description of the country he passed through, and while his impressions testify to the value of the vast undertaking by which the country is being taken up. After rolling along for 48 hours at a jogging pace through the rich and fertile prairie region to the west of Winnipeg, the travellers were amazed by a report that the "Rockies" were in sight, whereupon Professor Ramsey, looking into the following apothecary: "What a morning! what a view!—a sight not to be forgotten throughout our lives. There are fewer grander sights than the circle of the Alps as seen from the Milan Cathedral, scarcely less fine is the vast wall of the Pyrenees as sighted from Toulouse, but neither the one nor the other presents so magnificent a spectacle as this open, straight line of snowy peaks, rising in one continuous chain out of the flat to vast bounds at length to the seemingly boundless prairie."

THE ROCKIES were then fully 120 miles away, and as closely as could be calculated the chain extended for no less than 110 degrees of the horizon. Arrived at Calgary, some 914 miles west of Winnipeg, the slow old country made of the travellers could scarce take in the fact that in the space of two years this vast region of fertile land had become almost habitable—had, in fact, for practical purposes, been created by the energy of a railway company. Two years ago, a man could have known only to the wild land, his horse and his trap, and the iron trail held together a long line of infant settlements, full of energy and promise, extracting from the willing earth the treasures she has been accumulating for ages. Amongst other experiences the party visited the farm of Mr. John Glen, an original settler in the country. Mr. Glen had some sixty acres under crop, and a similar amount broke up for next year. A patch of oats Mr. Glen had grown was the third Professor Ramsey had ever seen. From one root he counted 36 stalks, and one head had 336 grains. In another field Mr. Glen had grown potatoes, and some 50 bushels to the acre, and probably more in the land. "Glen by the way had dug a pit six feet deep, and the earth all the way down proved to be a dark sandy loam, of the same character as to be found in varying depths from one end of the prairie to the other. Mr. Glen is of opinion that the land is as good as this in quality as far east as the Rocky Mountains, some sixty miles as far south as the United States boundary, and as far north as the Deer River, all well-watered country, and within the shelter of the Rocky Mountains."

Canadian Pacific Railway.

The Organ of the 1st, in an article on "Railways," says: "This great line of railway will be, when built, the longest in the world, and extend from the head of deep sea navigation on the Atlantic coast to the Pacific Ocean. The line is now in operation from Winnipeg, in the Province of Manitoba, to a point about seventy miles west of the summit of the Rocky Mountains. On the Pacific coast the line is laid from the ocean to Vancouver, about 200 miles east. There have been during the past year several hundred miles of track, and an immense amount of other work done in the way of opening tunnels, cuts and bridge work. Some of this has been done at the enormous expense of \$200,000 per mile. The road is now in about the following condition: The construction work now on foot at the western extremity of the Columbia, which is 200 miles due north of Spokane Falls to a single line. Twenty miles east of the crossing a little town has been built up, Kicking Horse. 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